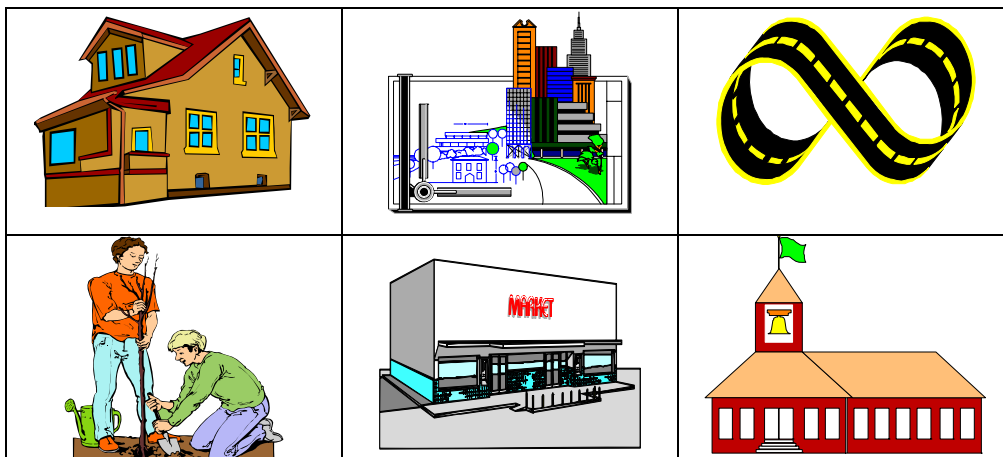


WILSONVILLE WEST SIDE MASTER PLAN

DECEMBER 1996



ACKNOWLEDGEMENTS

WEST SIDE PLANNING TASK FORCE

September 1994 - November 1996

WEST SIDE PLANNING TASK FORCE

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WILSONVILLE WEST SIDE MASTER PLAN

DECEMBER, 1996

INTRODUCTION

This is the Master Plan for the growth and development of the west Wilsonville planning area. It is a sub-element of the City's Comprehensive Plan. When adopted by ordinance, this Master Plan will have all of the legal authority of the Comprehensive Plan.

This Master Plan is the result of nearly two years of work by a group of citizens -- the "West Side Planning Task Force." Although this plan contains many different concepts and ideas, the issues addressed in the following Executive Summary are considered to be the most significant, in terms of changing City policies or practices.

EXECUTIVE SUMMARY

Through the course of numerous public meetings and discussions since 1994, the West Side Planning Task Force has considered many important issues facing the community. The Task Force has reached a consensus about the following items which are regarded as particularly important:

1. The State of Oregon holds the key to the continued development and redevelopment of much of Wilsonville's west side. This is because the State owns the 250 "Wilsonville Tract" and the adjoining 190-acre site of the former Dammasch State Hospital; which define the western boundary of the planning area. Unfortunately, the growing demand for correctional facilities (prisons and their related operations) is causing the State to now consider ignoring the approved Management Plan for the use of the Wilsonville Tract and the proposed Transportation-Efficient Land Use Master Plan for the Dammasch Area. The latter document is still being prepared as the West Side Master Plan goes to print. If there had been sufficient time to do so, the Dammasch Area Plan would have been regarded as a subset of the West Side Master Plan. However, because of the time-lines established by the State for prison siting, these two planning processes

have had to proceed at the same time. If a prison is located within the west side planning area, it is expected to have a significant adverse impact on the community's ability to provide the public facilities and services needed to implement the West Side Master Plan and the Transportation-Efficient Land Use Plan for the Dammasch Area. The decision to site a prison in the area would also constitute a failure by the State to keep commitments made to the people of this area in the preparation of the Master Plans noted above.

2. Although it will continue to be critical to find ways to improve all modes of travel from one side of the freeway to the other, the City must accept that it is more efficient to plan for a full range of community activities on both the west and east sides of town. This means expanding public facilities and services, and allowing for a wider mix of residential, commercial, industrial and public uses in the west side planning area. The idea is simply to assure that people will not have to travel from one side of the freeway to the other in order to conduct their daily lives.
3. The expanded development of the west side is dependent upon the construction of a number of streets to create connections where none currently exist. Without these streets, the planned development of the area will not be able to take place. The most critical of these street projects will be: a) the westward extension of Boeckman Road to provide access to the Dammasch Hospital area; b) the northern extension of Kinsman Road; c) the southern extension of Kinsman Road; d) the eastern extension of 5th Street (or, conceivably, Bailey Street) to connect with Memorial Drive on the other side of I-5; and e) the western and northern extension of 5th Street and Bailey Street to connect with Wilsonville Road.
4. The redevelopment of the Boones Ferry District will be based on design standards to create an attractive, pedestrian-friendly, mixed-use neighborhood, with a historic theme, using (a mixture of architectural features from the 1840s through the 1930s). The area near the old Boones Ferry landing will include a new focus on the Willamette River, combining a mix of natural landscapes with areas for commercial use and for public use, and providing access to the riverfront for all residents.

DESCRIPTION OF THE PLANNING AREA

Wilsonville is a unique community. Settlers to the area established a ferry boat (Boones Ferry) on the Willamette River more than 100 years ago. A small town grew up around the ferry landing, taking advantage of the trade opportunities as the outlying area produced a wealth of timber and crops and the ferry provided a river crossing mid-way between Portland and Salem.

Relatively few of the buildings from those early days remain and the community has turned its focus away from the river as it has grown through the years. After the development of the Interstate 5 freeway to the east of the Boones Ferry District in the 1950s, the community changed its focus to this new artery for moving goods and people. It has been said that the pattern of development "turned its back on the river."

Incorporated in 1969, Wilsonville quickly became a popular place to manufacture, store, and distribute a variety of goods. Residential and commercial development has flourished also, but by the 1990s, industrial development had created the situation where Wilsonville was one of very few places in the Northwest with more jobs than residents.

The West Wilsonville Planning Area, essentially the part of the community that is west of I-5 and primarily south of Boeckman Road, is the subject of this planning effort (please see the attached map of the planning area). It includes the historic Boones Ferry District and a mixture of residential, commercial, industrial, agricultural and public uses, along with access to the Willamette River, other significant natural areas and several hundred acres of open space (some of which will be converted to other uses through development over time).

The goals, policies, and implementation measures included in this plan are intended to apply only within the planning area, except in those specific cases where the text indicates that they are applicable to a wider area.

The west side planning area has a number of existing problems (traffic congestion heads the list for most people). It is also an area with a wealth of opportunities as a place to live, work, learn, and recreate.

This planning effort has been focused on finding ways to reduce or mitigate the problems and take advantage of the opportunities.

PROPERTY RIGHTS ISSUES

Any land use planning process raises issues about the Constitutional rights of those who own the properties that are involved. Over the last 75 years, the U.S. Supreme Court has dealt with the government regulation of private property many times and has made four fundamental determinations: 1) local governments may regulate the use of privately-owned land for the public good, provided that such regulation does not deprive the owner of reasonable economic use of the property; 2) such regulations must not be arbitrary or capricious; 3) there must be "rough proportionality" between the impacts of the development and the burden imposed by regulations; and 4) the regulations must not have the effect of allowing the public to use private property. If any of those basic concepts are violated, the property owner must be fairly compensated for the "taking" of the property - even if the taking occurred only through regulation.

The West Side Planning Task Force, the drafters of this Master Plan, want the reader to know that this document is intended to suggest that the City will do everything it can to meet the spirit of these determinations in the protection of private property rights.

HOW TO USE THIS PLAN

The organization of this plan is very matter-of-fact. It is divided into the following six chapters:

- I. Aesthetics, Design and Historic Preservation;
- II. Land Use and Housing;
- III. Transportation and Circulation;
- IV. Natural Resources;
- V. Economics and Commerce; and
- VI. Schools, Parks, and Other Public Facilities & Services.

GOALS are indicated for each of these chapters. After the GOALS, a section of BACKGROUND information is provided to explain the issues raised and further explain what the community hopes to achieve. Then, specific POLICIES are listed indicating the official position of the Wilsonville City Council on these matters. Finally, IMPLEMENTATION MEASURES are listed so that the specific actions to be taken by the City can readily be seen.

The text is organized to enable the reader to focus on particular subjects of interest. Each chapter has several POLICIES and each POLICY has one or more IMPLEMENTATION MEASURES that relate specifically to that POLICY. For instance, someone with a particular interest in wetlands and streams can look to Chapter IV (Natural Resources).

POLICY #2 supports the protection and enhancement of wetlands and stream corridors. IMPLEMENTATION MEASURE #2 follows in the next section and lists several actions that the City will take to help make sure that POLICY #2 is implemented.

The six different chapters, and the subject matter that they cover, are considered to be of equal importance. The GOALS, POLICIES, and IMPLEMENTATION MEASURES of each chapter and from one chapter to another are no more and no less important than those of another. It is by carefully balancing all of these things that the community's future will be enhanced. Placing too much emphasis on any one of the chapters, to the exclusion of any of the others, will not result in the healthy, livable community that we intend to have. The City Council and Planning Commission will have to set priorities for the implementation of the West Side Master Plan. In that process of priority-setting, the Council and Commission will consider all chapters of this document to be of equal significance.

Moving from GOALS to POLICIES to IMPLEMENTATION MEASURES, the plan guides the reader from the general to the specific. As time goes on, readers of this document should be able to look at the specific IMPLEMENTATION MEASURES and determine whether, in fact, all of the steps outlined in the plan have been taken.

Over time, it can be expected that portions of this plan will be amended to keep pace with unforeseeable changes in circumstances. By organizing the plan in this way, it should make it easier for those considering changes to know whether they need to change the GOALS, the POLICIES, or just the IMPLEMENTATION MEASURES. At any point in the future, it should be possible for readers of this document to look at the west side planning area and know whether the community has done the things that it has said that it would do to make this Master Plan a reality.

Chapter I. AESTHETICS, DESIGN, AND HISTORIC PRESERVATION

GOALS:

- A. DEVELOPMENTS, LANDSCAPING AND USES OF LAND THAT ARE ATTRACTIVE, FUNCTIONAL, AND AT A HUMAN SCALE.
- B. HISTORIC CHARACTER OF OLDER BUILDINGS RETAINED AND THE HISTORIC BOONES FERRY DISTRICT ENHANCED.

BACKGROUND:

Existing conditions: The Boones Ferry District of Wilsonville contains a varied stock of buildings of different types, styles and ages. This neighborhood has historical significance but that significance could be lost if remaining features are not protected.

Desired results: The Boones Ferry District marks the origins of the community. Existing historic structures can be restored and this neighborhood can be turned into a unique historic district where valued structures from other locations can be moved and saved. In order to make this work, the City will need to adopt architectural standards for new construction and exterior remodeling in the neighborhood, based on features from the 1840s through the 1930s, while also encouraging the relocation of other buildings into the area.

Existing conditions: Wilsonville has no real community identity or guiding theme for community growth. A number of local residents favor the adoption of a Garden City theme.

Desired results: The City has the opportunity to foster a new community identity based on gardens and landscaping. Local soils, weather, and remaining open space all lend themselves to this approach. By adopting well-defined standards for landscaping of new developments and generally promoting the Garden City theme, this can become a growing reality. This could go beyond landscaping for aesthetic purposes to include community gardens and edible landscaping in public places. (Please see Appendix "A", for a discussion of "town character.")

Existing conditions: Wilsonville uses a Development Review Board to evaluate the appearance of proposed developments but that Board does not yet have standards that are clear and objective. Standards are needed for buildings, landscaping and overall site design.

Desired results: Clearly articulated design standards are needed both to assure the attractiveness of new developments and to make the development review process more clear, objective, and user-friendly. Revisions to the City's zoning ordinance should provide clear and objective standards, without removing opportunities for creativity or innovation in design.

Existing conditions: Wilsonville has the opportunity for new development to occur in attractive and efficient mixed-use patterns. Such development could take a variety of forms from historic "village" to "new urbanism."

Desired results: Wilsonville allows for creativity in new developments. Because of the availability of land for innovative development, mixed-use projects could combine the benefits of affordable housing, reduced reliance on automobiles, and attractive, efficient design. City zoning and subdivision standards need to be structured to encourage such innovative designs without unnecessary delays or uncertainties.

Existing conditions: The City's Comprehensive Plan contains provisions dealing with eleven different geographic "areas of special concern." Several of those provisions set special standards for the use and development of properties in the west side planning area.

Desired results: It will be necessary to amend or repeal the provisions of the current Comprehensive Plan that conflict with the provisions of this West Side Master Plan.

POLICIES:

THE CITY OF WILSONVILLE SHALL:

1. Designate the boundaries of the Boones Ferry District and establish architectural standards with incentive programs for that area.
2. Establish landscaping standards for development projects of all types.
3. Establish design standards for development projects of all types.

4. Encourage mixed-use developments that offer increased livability or efficiency when compared to more typical patterns of development.
5. Review and amend provisions of other adopted Plans that conflict with those of the West Side Master Plan.

IMPLEMENTATION MEASURES:

THE CITY WILL TAKE THE FOLLOWING STEPS TO IMPLEMENT THE POLICIES NOTED ABOVE:

1. Amend the zoning ordinance to create a special Boones Ferry District, setting standards for architecture and with provisions to include:
 - a. Support for plans to relocate historic or architecturally significant structures from other areas into the Boones Ferry neighborhood. Complete a City-wide inventory of historically or architecturally significant structures.
 - b. Architectural review required for new construction or remodeling projects involving exterior modifications, to require compatibility with architectural standards in all cases where building permits are required. The primary focus of such reviews is to be on the portions of the structures which are visible from streets. A range of design types and features from the period between 1840 and 1940 will be encouraged. Include single-family dwellings within this review process.
 - c. Create an incentive program to encourage attractive architectural improvements by using Urban Renewal or City funds to “write down” a portion of the costs of permits or connection charges.
2. Amend the zoning ordinance to improve landscaping standards, in the interest of improving community livability overall, including:
 - a. Requiring more effective landscaped areas in proportion and scale for larger development projects; and

- b. Encouraging the use of drought-tolerant native plant species by waiving the typical requirements for irrigation systems and/or granting credits for the system development charge normally collected for water connection. Another possibility is to give such credits based on the amount of tree canopy added and/or retained on a site. Where developments are proposed on sites with attractive and healthy natural vegetation, allow for the retention of that vegetation as part of the landscaping approved in the development review process.
 - c. Establishing programs that encourage owners of undeveloped areas to grow trees and retain wetlands or other significant natural resources, as determined by the City's inventory process. These could include the use of Systems Development Charge (SDC) credits at the time of development.
 - d. During and after development, require mitigation for removal of trees from open spaces, along streets, in parking lots and landscaped areas when those trees can reasonably be preserved.
- 3. Amend the City's zoning and land division regulations to expand design standards in the interest of improving community livability overall, including:
 - a. Continue to conduct a design review process for architecture and landscaping.
 - b. Establish standards for architecture and the design of subdivisions and land partitions to assure conformity with goals and policies of this plan.
 - c. Establish standards for signs to assure that expanding areas of business development can be readily identified but without creating a "sign war" atmosphere, where each new business seeks a larger or taller sign than its competitors.
- 4. Amend the zoning ordinance to expand provisions for mixed-use developments of an appropriate size and scale and at appropriate locations, including:
 - a. A commercial/residential zone that encourages developers to provide office or residential space above retail or office uses. Small scale assembly operations can also be appropriate in such areas, if regulated to minimize impacts on neighboring uses.

- b. A light industrial/limited commercial/office zone that allows for a mixture of these activities.
 - c. A river-focus zone that allows for a mixture of retail, office, service, and residential uses near the Willamette River. Require the architecture of this area to meet the design standards established for the Boones Ferry district.
- 5. Complete a thorough review of all City Master Plans and the Comprehensive Plan, and amend them as necessary to eliminate conflicts with the West Side Master Plan. With the exception of the City's Comprehensive Plan and Development Code, provisions contained in the West Side Master Plan shall, upon adoption by ordinance, supersede all other adopted plans to the extent that a land use application is pending and action has not been taken to eliminate conflicts between plans as described above.

Chapter II. LAND USE AND HOUSING

GOALS:

- A. A PATTERN OF LAND USES THAT CREATES A HEALTHY MIXTURE OF PLACES TO LIVE, WORK, SHOP, LEARN, AND RECREATE, WHILE MINIMIZING THE NEED TO TRAVEL FROM ONE SIDE OF THE FREEWAY TO THE OTHER.
- B. A RANGE OF HOUSING TYPES AND CONFIGURATIONS AT PRICES AND RENT LEVELS THAT ARE COMMENSURATE WITH THE INCOMES OF THOSE EMPLOYED WITHIN THE PLANNING AREA.

BACKGROUND:

Existing conditions: The west side of Wilsonville does not currently offer a destination point, other than for residents of the area and employees of the various industries located west of the freeway.

Desired results: No decision has yet been made as to whether the west side should attempt to become some sort of destination point for tourists or shoppers. A decision on this issue may be made as the City considers the future use of the Dammasch State Hospital site, the development of the property owned by Fred Meyer, Inc. or the prospect of increasing river access. It is possible that development of any of those areas could result in the creation of a destination point where one does not currently exist. If the decision is subsequently reached to allow the development of some sort of destination feature on the west side, it may be necessary to reconsider such things as the transportation and land-use designations shown in this Plan in order to accommodate those changes.

Existing conditions: Wilsonville lacks an attractive city center with public space. It has even been called a "donut city" because it has a "hole in the middle."

Desired results: Given the fact that an area has been designated as a public park in the "Town Center" area, east of the freeway, it is not likely that a large public park will be developed in the center of the west side commercial district. The west side does have

the opportunity, however, to create a pedestrian-friendly commercial and residential neighborhood in the Boones Ferry District, with public access to the river, that would be like nothing else in the community. (Please see Appendix "C" for more information on pedestrian-friendly design.)

Existing conditions: Unique properties on Wilsonville's west side include the former Dammasch State Mental Hospital (nearly 200 acres, most of which remain today as open space), Coffee Lake wetlands (several hundred acres), the tract of land currently being offered by the Division of State Lands (DSL Tract - 250 acres), and the Living Enrichment Center (a developed 42-acre site housing the community's largest single religious institution).

Desired results: These contiguous properties provide unique opportunities for Wilsonville's future. By supporting the preservation and enhancement of valuable resource areas, while encouraging the appropriate development of the remainders of these sites, the City will manage future growth. The City is in the process of preparing a master plan for the Dammasch area, encouraging a compact, mixed-use, pedestrian-friendly development in the sites allocated for urban use. Educational facilities, public gardens, transit facilities, and a system of trails through the natural areas will all be considered as possible features of this area.

Existing conditions: Wilsonville has done more than most small cities to assure that a portion of new housing is available for people with low and moderate incomes. This has been done by allowing approximately half of all new housing units to be multiple-family units. Unfortunately, however, there are several types of housing that do not exist within the planning area -- any of which could help to meet local housing needs.

Desired results: The community will have to do more in the future in order to assure that housing is available at sales prices and rent levels which are affordable by people who are employed in Wilsonville. A commitment to affordable housing requires the City to encourage developers to be creative and to allow housing types and financing mechanisms that may not have been tried before in the area (including co-housing, housing for seniors and persons with disabilities, manufactured housing subdivisions, etc.). The City's commitment to mixed-use developments, and the availability of land for such developments on the west side, will help to make attractive, affordable housing a reality.

Existing conditions: Most of Wilsonville's existing neighborhoods are fairly typical of the sorts of developments that have occurred in many suburban communities over the last fifty years. This includes both bad and good features, but it has generally not provided

for a very wide range of choices for the public (the obvious exception to this is Charbonneau, located south of the Willamette River).

Desired results: One type of design that has not previously been developed in Wilsonville is one modeled after Radburn, New Jersey. (Village Homes in Davis, California is a more recent variation.) Key elements of this design are surface storm drainage systems, mixed housing densities, and homes facing a system of trails and common open space - with skinny streets providing access only to the rear of the lots. The Radburn model is not a good method of providing street connectivity from one side of the development to the other, but it can provide an attractive alternative to conventional subdivision design in places where connectivity is going to be blocked anyway. Sites fronting on open space areas or backing against the railroad tracks may provide suitable locations for a Radburn-type development.

POLICIES:

THE CITY OF WILSONVILLE SHALL:

1. Continue to utilize the growth management provisions of the Comprehensive Plan, forestalling development until adequate public facilities are assured to accommodate that development.
2. Complete and implement the Dammasch Area Master Plan.
3. Continue to support the "Town Center" commercial area on the east side of I-5, but allow for expanded commercial development on the west side. (Also see policies on "Economics and Commerce".)
4. Continue to advocate for the use of the DSL Wilsonville Tract as open space, other than the portion of the property that has been allocated for the development of a new school.
5. Support the development of diverse housing types and designs, at prices and rent levels that are affordable for people who are employed in Wilsonville. As much as possible within economic constraints, promote developments that provide opportunities for home ownership.
6. Amend the Comprehensive Plan and zoning to allow for a full range of uses, goods, facilities and services on the west side, in order to reduce the need for commuting from one side of the freeway to the other.

IMPLEMENTATION MEASURES:

THE CITY WILL TAKE THE FOLLOWING STEPS TO IMPLEMENT THE POLICIES NOTED ABOVE:

1.
 - a. Utilizing the "rough proportionality test" to determine the developer's responsibility for providing public facilities and services, continue to negotiate with developers and utilize development agreements to assure that developers provide, or pay for, services or facilities necessitated by their projects.
 - b. Deny applications for development when it cannot be demonstrated that adequate facilities and services will be available.
 - c. Continue to use "latecomers' agreements" and similar payback systems to reimburse developers for their expenses in providing public facilities and services that exceed the roughly proportionate share of benefit to their developments. Such public improvements often have value to the community far beyond the specific area of the development.
2.
 - a. Complete an analysis of the environmental, social, economic, and energy consequences (E.S.E.E.) of either preserving or damaging natural areas as part of the Dammasch Area Master Plan.
 - b. Amend the Comprehensive Plan, Transportation Master Plan and zoning as necessary to implement the Dammasch Area Master Plan.
 - c. Encourage the Oregon Department of Transportation (ODOT), Metro, Clackamas County, and potential developers of the Dammasch area to assist in funding the planned extension of Boeckman Road to provide access to the Dammasch area.
3.
 - a. Amend the Comprehensive Plan, including related sub-elements, and zoning to allow for expanded commercial uses as shown in this plan. (Please see the attached map.)

- b. Amend zoning provisions to include standards for a pedestrian-friendly, mixed-use, Boones Ferry commercial and residential district.
 - c. Amend zoning provisions to include standards for a mixed-use, river-oriented district near the Willamette River.
 - d. Amend zoning provisions to require commercial development along Wilsonville Road to be attractive and designed to accommodate access by pedestrians, bicyclists, and transit users.
 - e. Amend zoning and subdivision provisions, as necessary to allow for developments modeled on Radburn, New Jersey or Village Homes in California.
- 4.
- a. Continue to oppose plans to construct a regional water treatment plant on the DSL Wilsonville Tract.
 - b. Oppose any plans to log the forested portions of the DSL Wilsonville Tract, other than to remove damaged or dangerous trees.
- 5.
- a. Amend zoning provisions to encourage mixed-use developments that combine housing with other compatible uses (including low-traffic offices, retail to serve the immediate neighborhood, and light "workshop" activities that do not create nuisances for their neighbors).
 - b. Amend zoning and subdivision standards to allow for more variation in housing types including co-housing, row houses, housing co-operatives, townhouses, small lot subdivisions, "Radburn-based" development designs, manufactured housing, and auxiliary living units ("granny flats").
 - c. Set conditions of approval for housing developments such that developers are precluded from establishing restrictive covenants which would limit affordability (e.g., do not allow developers to outlaw smaller units, manufactured housing, etc.).
- 6.
- a. Amend zoning provisions to allow for commercial uses intended to provide goods or services to residents or other businesses on Wilsonville's west side.

- b. Amend the Comprehensive Plan to eliminate the current language that west side commercial uses are not to compete with those in the Town Center area. Replace those provisions with language clarifying that west side commercial operations are to be of a size and type sufficient to provide the goods and services primarily needed to support the west side.

Chapter III. TRANSPORTATION & CIRCULATION

GOALS:

- A. REALISTIC AND SAFE ALTERNATIVES TO THE USE OF INDIVIDUAL CARS.
- B. EFFICIENT, MULTI-MODAL TRANSPORTATION AND CIRCULATION SYSTEMS.
- C. INCREASED MULTI-MODAL CONNECTIVITY, IN TERMS OF TRAFFIC SOURCES AND DESTINATION POINTS

BACKGROUND:

Existing conditions: Wilsonville is very much a commuter city. Many local residents commute to work in Portland or Salem. Many residents of nearby communities commute into Wilsonville to work. These things compound the City's transportation problems. Interstate 5 runs directly through the middle of the City. While this provides the opportunity for thousands of people to travel to, from and through the City every hour, it also creates a barrier to effective auto, pedestrian, and bicycle travel from one side of Wilsonville to the other.

There currently are three crossing points north of the Willamette River: the Elligsen Road interchange at the north end of town, Boeckman Road in the middle, and the Wilsonville Road interchange in the south. Crossing at Elligsen Road is complicated by the location of Boones Ferry Road, running mostly parallel to the freeway. Crossing at Boeckman Road is complicated by the fact that it is not a freeway interchange and does not extend all the way to the western City limits. Crossing at Wilsonville Road is complicated by the volume of traffic that it carries, most of which is either entering or leaving the freeway at that point. None of these crossings provide the sorts of pedestrian and bicycle facilities which encourage such alternative modes of transportation.

Desired results: As the community continues to grow, more will have to be done to improve access from one side of I-5 to the other, and to deal with traffic problems in general. This can best be accomplished by a multi-modal approach. Having additional, or more efficient, crossing points for cars and trucks will help, but some other

alternatives also need to be considered. The first is to assure that access to a large portion of the planning area is improved through the western extension of Boeckman Road.

Other measures include having a sufficient mixture of land uses and services on the west side to minimize the need for people on the west to travel to the east side of the freeway. Having functional and user-friendly public transportation as well as bicycle and pedestrian crossings will also help. Having major employers change their work shifts to unconventional times can also help (so large groups of employees are not arriving for or leaving work, and adding to traffic congestion, at the same time). Having more employees work at home is another way of reducing traffic problems. All of these things are considered to be "congestion management" techniques. (Please see Appendix "H", for a more complete list.)

Existing conditions: Wilsonville's current street system is inefficient because of a lack of "connectivity." There is a lack of pedestrian and bicycle facilities, and a lack of efficient streets, connecting residential areas with one another and with schools, parks, shopping areas, and employment centers.

Desired results: As the community continues to grow and develop, the importance of improved connectivity will be even more evident. New developments will need to address this to make sure that the existing problems are not compounded. At the same time, the community will need to identify and solve the existing problems by providing connections where they do not yet exist. Above all, the community will need to avoid the "funnel approach," where vehicles are channeled off of small local roads to collector or arterial roads that, in the case of Wilsonville's more major streets, do not have the capacity to handle the volume of vehicles. As has been discovered with Wilsonville Road, there is a limited amount that can be done to expand the capacity of the existing collector and arterial road systems. The City will need to remain vigilant about opportunities to create connections between developments. As intervening properties develop, there should be opportunities to establish new connections at several places in the planning area.

Existing conditions: There are places within the planning area where relatively small pieces of property separate potential points of connection in existing developments. Unfortunately, these properties tend to be already developed and in private ownership.

Desired results: It may be possible for the City, through the use of Urban Renewal funds or some other source, to acquire these intervening properties and create access connections through them. Ideally, the remaining pieces could then be sold off to help reduce the expenses of a program of this sort.

Existing conditions: Wilsonville Road, Boones Ferry Road, Stafford Road, Elligsen Road, and others all bring traffic through Wilsonville as motorists take those roads to connect with I-5. For instance, some commuters from Newberg and other parts of Yamhill County take Wilsonville Road through the west side of town to reach I-5. There is a limited amount that the City can do to curtail this traffic.

Desired results: The City will need to make transportation plans based on the demands created by outlying areas as well as those from within Wilsonville. This will include consideration of the future growth of those areas as well as existing development patterns. It will be increasingly important that drivers be provided with alternatives to Wilsonville Road.

Existing conditions: Besides the "connectivity" issues noted above, other factors that tend to limit walking and bicycling are the design and maintenance of the facilities. Paths, trails, or sidewalks that cause the user to feel vulnerable will tend to go unused. They may not be used because they are too close to a busy street, they are littered (note that bicyclists are especially reluctant to use paths with broken glass or other sharp objects), or even because they are in a location that is too noisy. If the City is going to successfully encourage people to walk or ride bicycles, rather than use their cars, all of these factors will have to be addressed.

Desired results: Having sidewalks, bike paths, trails and bike lanes will certainly do more to encourage walking and bicycling than not having them, but making sure that such facilities are user-friendly is also an important consideration. Decisions about the location and design of these facilities must go beyond standard design manuals and consider what will do the most to encourage people to walk or ride a bicycle. (Please see Appendix "C" and Appendix "D", for more information on pedestrian-friendly and bicycle-friendly designs.)

Existing conditions: Wilsonville is fortunate to have its own bus system (South Metro Area Rapid Transit - SMART). City-wide, this system has the capacity to serve a much larger number of riders than usually make use of it. Service to the west side of Wilsonville, though recently instituted, remains minimal in spite of the fact that SMART's office is located within the west side planning area.

Desired results: As with bicycle and pedestrian facilities, transit services tend to be used most by the general population when those facilities and services are extremely convenient (or when their use becomes a necessity). As the west side continues to grow, there will be opportunities to make transit services more available to this part of the

community and more reason to encourage the use of buses rather than private automobiles. As neighborhoods become more clearly defined, it should be possible to select bus stop locations within neighborhood centers. Something else that is currently lacking in the area, and which will be increasingly important in the future, is "park and ride" facilities for commuters.

Existing conditions: Wilsonville's traffic problems are increased by the large number of trucks. This is not to say that trucks do not have equal rights to City streets, but the slow movements, size and large turning radii of trucks all add to the City's traffic problems, especially at the two existing freeway interchanges. The problem is particularly evident on the west side because of the large industrial developments which rely on trucks, and the relatively poor access from the west side to I-5. There are some particular limitations for large trucks on the west side because of sharp corners (Boones Ferry and Wilsonville Road intersection), narrow roadways (Bell Road), height restrictions (the railroad overpass on Grahams Ferry Road), and congested intersections (approaching the freeway interchanges).

Desired results: At the time of the preparation of this Plan, the City and ODOT have just begun to make major improvements to Wilsonville Road and both freeway interchanges north of the river. This is an opportunity to improve access for trucks and deal with some of these problems. An effective truck route system is also needed.

Existing conditions: The Burlington Northern rail line passes through Wilsonville, heading north and south, a few hundred yards west of I-5. It is not known whether this right-of-way has potential to serve other transportation needs, but a portion of it has been identified as a future bicycle route. As much of the Portland area is gaining service by light rail, the concept of using the Burlington Northern facilities as a commuter rail system is gaining serious consideration.

Desired results: The City will need to remain aware of the railroad line and be prepared to work towards transit use of this facility if the opportunity should present itself in the future. If the proposed feasibility study indicates that a commuter rail system is viable, the City of Wilsonville will be prepared to play a lead role in its development and operation.

Existing conditions: Given such things as Wilsonville's historical patterns of growth, the location of the freeway, and the large number of local commuters, there is a limited range of alternatives to deal with traffic and transportation problems. The community should do everything possible to deal with these things, but some transportation problems will unavoidably continue.

Desired results: As the community deals with existing and future transportation issues, it should be recognized that it will not be possible to solve every problem. In some respects, increasing problems will be inevitable unless a large segment of the population chooses to change the common pattern of traveling in single-occupant commuter vehicles. The City can improve street designs, provide alternatives in the forms of pedestrian, bicycle, and transit facilities, and require developers to address such things in the designs of specific projects. The fact remains, however, that some transportation problems will be the unavoidable result as the community continues to grow.

POLICIES:

THE CITY OF WILSONVILLE SHALL:

1. Prepare and implement a revised Transportation Master Plan (Transportation Systems Plan) considering all modes of transportation and recognizing the influence that land use can have on those different modes.
2. Increase the numbers of connections between existing streets, trails and sidewalks where it is possible and in the best interests of the community to do so.
3. Require new developments to provide connections between streets, trails, and sidewalks to existing developments where it is feasible to do so. Preclude the use of cul-de-sac streets in new developments unless it can be shown that, due to pre-existing barriers (e.g., the freeway, river, natural areas, etc.), connectivity will not be significantly reduced as a result.
4. Design, construct, and maintain pedestrian, bicycle, and transit systems, and streets, to make them user-friendly and efficient.
5. Require future development south of Wilsonville Road, west of I-5 and east of Morey's Landing to be laid out with a street grid system based on the map of proposed streets shown in this plan. Endorse and encourage the use of a street grid system throughout the undeveloped portion of the west side, other than in cases where physical constraints render such a system as infeasible.

IMPLEMENTATION MEASURES:

THE CITY WILL TAKE THE FOLLOWING STEPS TO IMPLEMENT THE POLICIES NOTED ABOVE:

1.
 - a. In the preparation of the revised Transportation Master Plan, take a multi-modal approach to transportation issues, recognizing that well designed pedestrian, bicycle, and transit systems can provide efficient alternatives to the use of individual cars.
 - b. Continue to model and support the use of alternative methods of traffic demand management (e.g., carpooling, work scheduling to avoid peak traffic hours, etc.).
 - c. Factor in the effects of traffic from outside the City limits when conducting traffic analyses or preparing City transportation plans.
 - d. Complete a study of possible truck routes and analyze their pros and cons. Include consideration of how to complete the west side truck routes by extending 95th Avenue south to Kinsman Road, Kinsman Road south to an extension of 5th Street, and incorporating truck traffic from Industrial Way into this system.
 - e. Continue to cooperate with other communities in the region in an effort to provide passenger rail service via Wilsonville and other transportation system facilities that could be of mutual benefit.
2.
 - a. Do not sacrifice facilities for pedestrians, bicyclists, or transit users in the interest of accommodating more or faster moving cars. When planning to accommodate more or faster moving cars, make sure that adequate provisions for alternative modes of transportation have been adequately addressed.
 - b. Consider the use of Urban Renewal funds, or other revenue sources, to acquire properties that block possible connections between existing streets, trails, or sidewalks. If possible, do this in a way that allows for the

remainder of the property to be sold for private use after the public access easement or right-of-way has been created.

3. a. Include street extensions proposed in the West Side Master Plan (attached map) within the revised Transportation Master Plan. Priority should be given to the following:
 - * The truck route described in “1.d,” above;
 - * Boeckman Road extension into the Dammasch Area;
 - * 5th Street connection across I-5;
 - * 5th Street and Bailey Street extensions west to Wilsonville Road.
- b. Revise zoning and subdivision standards to maximize the interconnections among and between bicycle facilities, pedestrian facilities, and streets. In some places, it may be possible to create connections for bicyclists and/or pedestrians without full street improvements through the development of trails.
4. Budget for adequate construction and maintenance of pedestrian, bicycle, and transit facilities as well as streets. At times of budget shortages, assure that these things are not "short-changed" relative to funding for street improvements.
5. a. Adopt the west side street connection grid contained in this plan as the framework for future development in the area south of Wilsonville Road.
- b. Amend the Comprehensive Plan to add a policy statement endorsing a curvilinear street grid system, compatible with natural features, as the preferred road layout for the developing areas of the City.

Chapter IV. NATURAL RESOURCES

GOALS:

- A. A RENEWED FOCUS ON THE RIVER, RECOGNIZING BOTH THE NATURAL VALUES AND THE POTENTIAL FOR DEVELOPMENT OF LANDS NEAR THE RIVER.
- B. PROTECTED AND ENHANCED WETLAND AREAS AND WATERWAYS.
- C. OPEN SPACES CONSERVED FOR THE BENEFIT OF PEOPLE AND WILDLIFE.
- D. SIGNIFICANT TREES PROTECTED. NEW TREES OF A VARIETY OF SPECIES PLANTED THROUGHOUT THE COMMUNITY.

BACKGROUND:

Existing conditions: Wilsonville and the surrounding rural area contain a wealth of natural resources and valued open spaces. These include everything from the riverine habitat along the Willamette River to productive farms; from dense forests along Mill Creek to the Coffee Creek wetlands extending several miles to the north of the City. These areas all play an important part in terms of the natural environment and they play an equally important part in the quality of human lives in and around Wilsonville. It is important to note that most of these areas are in private ownership. The owners of those lands are entitled to make reasonable use of their property and to expect that the public will not have use of, or access to, their private property unless the owners receive appropriate compensation.

Desired results: The City needs to complete an inventory of open space and natural resource areas and to formally adopt that inventory after a process of public input and discussion. Where private use of the land is to be restricted, the nature and extent of those restrictions must be clear and easily understood. Where private property rights are to be "taken" for public benefit, a system must be in place to compensate the property owners. There are reasonable restrictions on the use of private property which do not require any form of compensation but there are other restrictions that may go beyond the point where compensation is required.

Existing conditions: The west side planning area includes wetlands, the Willamette River, creeks, and other drainageways. This provides a rich diversity of aquatic, riparian and wetland habitats and a varied natural landscape.

Desired results: The City has an opportunity to expand the usefulness and public recognition of these resource areas. In some cases, they can be enhanced and/or protected. Most people are unaware of the multiple benefits that they provide. Not only do they store or carry storm water, provide plant and animal habitat, and recharge groundwater aquifers; they can also serve to filter pollutants carried in run-off and, if their natural characteristics are not degraded, they can both slow and minimize the flow of floodwaters. The importance of all of these water-carrying land forms will increase in the future as the continued growth and development of the community leads to greater quantities of stormwater run-off. (Please see Appendix "F", for more information on streams and wetlands.)

Existing conditions: The area to the west of the old Boones Ferry landing contains a mix of opportunities and constraints. It is one of few areas of the City where river access and potential river-focused commercial development might be able to occur. However, it is also an area with steep terrain, minimal public street access, a railroad track bisecting it, and a large aggregate removal site. Existing planning and zoning designations indicate that the area has been expected to remain in industrial use. It should be stressed that, although they are often the subject of controversy because of noise and dust, aggregate removal sites are of critical importance as the source of materials for a wide range of construction activities.

Desired results: This unique portion of the planning area provides opportunities that cannot be realized anywhere else in the community. With careful site planning, it should be possible to add residential and commercial uses with a river orientation, while allowing continued aggregate removal operations. It is also possible that the aggregate removal operation will eventually be phased out, thereby opening the area to a range of other potential uses. The portion of this area that is north of the existing gravel plant may also serve as a site for a future water treatment plant for the City's drinking water.

Existing conditions: The remaining natural and agricultural areas provide much of Wilsonville's attractive quality of life. In some cases, it is some specific feature, such as a view of the river or a stand of trees, that provides this benefit. In other cases, it is simply a matter of having some undeveloped open space area within walking distance.

Desired results: Oregon's statewide land use planning system attempts to protect valuable natural features and provide a clear demarcation between rural and urban land

uses. Likewise, Metro is planning for a time more than 40 years into the future (the year 2040) and is acquiring valuable open space for the benefit of future generations, while simultaneously managing the region's Urban Growth Boundary. The City hopes to benefit from Metro's efforts in two ways: First, Metro is attempting to purchase the 250-acre "Wilsonville Tract" from the Division of State Lands, as well as other properties in the area, for open space and trail purposes. Second, by having the dividing line between urban and rural uses clearly defined, the community can anticipate where future growth and development will, and will not, occur.

Existing conditions: Like Wilsonville's incomplete network of pedestrian facilities, the local system of wildlife corridors is also lacking in connections. The results can be very damaging to the survival of numerous kinds of animals. The most readily identified corridor systems follow drainage channels as they flow to the river. Many species need these corridors to be able to get to water or just to complete normal patterns of migration. Unfortunately, many of these corridors are no longer of much use for wildlife. Creeks have been channelized and their riparian vegetation removed. At road crossings, and in some other locations as well, creeks have been placed in culverts -- virtually eliminating their value for nearly all forms of wildlife. In some cases, barriers to wildlife corridors occur in the form of walls or fences.

Desired results: Wildlife has value to the community. It is an aspect of the rural character of the area that can be retained by careful planning. For instance, retaining or restoring riparian vegetation along a drainageway, even if it is only a minor ditch, can enhance it as a wildlife corridor, while also slowing the movement of waters through it. Using bridges, or at least oversized culverts, can provide more opportunities for wildlife movement than typical culverts at road crossings. Culverting drainageways at other locations should be prevented unless there is no viable option that allows for the reasonable use of the site. There may be opportunities to "daylight" water courses that are currently in culverts and to convert existing straight ditches into meandering stream channels, without increasing flood hazards for people or property. Fences and walls obstructing wildlife corridors that have been determined to be significant by the City Council should be designed to allow for the movements of the animals that use those corridors, unless no reasonable alternative exists.

Existing conditions: The west Wilsonville planning area includes some topographic variation that makes the area more interesting. This ranges from low elevations along the Willamette River, Coffee Lake and Seely Ditch to higher ground in the area around the former Dammasch State Hospital. In fact, some of the best views of Mt. Hood can be seen from Dammasch.

Desired results: Higher elevations generally have the benefit of better views. It is worth evaluating the City's existing zoning standards, and the "viewsheds" available in different parts of the community, to determine whether height restrictions or other design standards for structures are warranted in order to protect these views.

Existing conditions: Wilsonville still has a number of stately and attractive trees, but the number is declining. The City only recently enacted a tree protection ordinance, the effectiveness of which will take some time to be known. -The City also has requirements for the maintenance of street trees, but most of these are relatively young and lack the community importance of mature Oregon oaks or Douglas firs.

Desired results: A combination of public education, user-friendly laws and a commitment to enforcement are all needed to assure that significant trees remain in the community. The City needs an updated inventory of existing trees. The City also needs to assure that there is a variety of different types of street trees and trees in other public places (to assure that large groups of trees are not threatened by a single disease), information for private owners of trees on how best to care for them, and mitigation plans for the reasonable replacement of trees that need to be removed for one reason or another. The City also needs to clarify the rules that will apply to commercial logging activities within the City limits. (Please see Appendix "E", for more information on trees.)

POLICIES:

THE CITY OF WILSONVILLE SHALL:

1. Provide for river-focused, mixed-use development that recognizes the value of the existing businesses and the importance of the natural features of the area west of the railroad tracks.
2. Protect and enhance wetlands and stream corridors that are determined to be significant through the Goal 5 process.
3. Conserve open spaces to benefit people and wildlife.
4. Identify and protect significant trees.
5. Add healthy trees throughout the community.
6. Protect views that are determined to be significant through the Goal 5 process.

IMPLEMENTATION MEASURES:

THE CITY WILL TAKE THE FOLLOWING STEPS TO IMPLEMENT THE POLICIES NOTED ABOVE:

1.
 - a. Work with property-owners in the area near the river to prepare a specific master plan for site development that provides for a balance among resource conservation, mixed-use development, and aggregate removal.
 - b. Allow development in the river-focused mixed-use area to include residential and commercial uses, with a focus on the unique features of the Willamette River. Assure that pedestrian access is maintained to the river, and the top of the bank. Require all development to meet the standards of the Willamette River Greenway.
2.
 - a. Complete the Goal 5 processes for wetlands, stream corridors and other natural features of the planning area. This includes establishing the location, quantity and quality of resource areas, determining the significance of the resources and evaluating the environmental, social, economic and energy (E.S.E.E.) consequences of alternative uses of the resource lands.
 - b. Prepare and adopt an overlay zoning system for natural areas that are designated for special action. Where development is severely constrained as a result, consider a range of options, including:
 - * Allowing a limited amount of new construction, only in the portion of the site, if any, where damage to the resources will be minimal;
 - * Allowing the "development rights" of the subject property to be transferred to another property;
 - * Acquisition (purchase, donation, etc.) of fee title, conservation easements or the development rights of the property, by a conservation organization.
 - c. Continue to educate the public about the importance of wetlands and streams in terms of natural environment and flood control. Provide

examples of ways that people can help to enhance or protect resource areas.

- d. Maintain signs showing the names of all streams.
 - e. Focus on Coffee Lake and Coffee Creek for enhancement.
 - f. Prepare and adopt standards for fence or wall construction, removal and alteration in identified wildlife corridors.
- 3.
- a. Complete E.S.E.E. process for open space areas.
 - b. Continue to support the efforts of Metro to acquire open space in the planning area, to prevent it from being developed and to provide public access.
 - c. Work with the Tualatin Valley Water District (TVWD) in its efforts to acquire a suitable site for a regional water treatment plant, at a location other than DSL's Wilsonville Tract.
 - d. Continue to oppose developments on properties outside of the City limits that are of an urban density or intensity, unless the subject properties are part of a "contract annexation" area where urban development is to be subject to the terms of an intergovernmental agreement between the City and the affected county. Amend the boundaries of the West Side Planning Area to exclude properties outside of the City which have not been included in Metro's Urban Reserves. Review, and, if necessary, prepare new Urban Growth Management Agreements with both Washington and Clackamas Counties.
- 4.
- a. Complete a City-wide inventory of trees, including an evaluation of unusual or significant specimens.
 - b. Prepare and adopt additional tree ordinance(s) dealing with:
 - * Landmark trees on private property;
 - * Landmark trees on public property; and
 - * Memorial trees.

- c. Improve standards for the planting and maintenance of street trees, including provisions to increase species diversity.
- 5.
 - a. Prepare a list of appropriate trees for planting at different locations and encourage tree planting programs.
- 6.
 - a. After completing the Goal 5 process to determine significant viewsheds, review the existing standards for the height of buildings and determine whether changes are needed to protect significant views.

Chapter V. ECONOMICS & COMMERCE

GOALS:

- A. ADEQUATE AND APPROPRIATE COMMERCIAL SITES PROVIDED TO SUPPORT THE OTHER LAND USES PLANNED FOR THE AREA.
- B. LIGHT INDUSTRIAL AND MIXED-USE SITES DESIGNATED BASED ON THEIR "PERFORMANCE CHARACTERISTICS," INCLUDING TRUCK TRAFFIC AND NOISE.
- C. EMPLOYMENT, SERVICE, AND RETAIL USES THAT ARE ACCESSIBLE BY ALTERNATIVE MODES OF TRANSPORTATION.

BACKGROUND:

Existing conditions: The west side continues to have a considerable amount of land zoned for commercial purposes that is vacant. Even with this situation, additional land is being allocated for commercial development as part of this plan in order to assure that the west side has a full range of commercial services available as its population increases. It is also intended to provide adequate opportunities for the relocation of businesses that are being displaced by street improvements in the vicinity of the Wilsonville Road / I-5 interchange.

Desired results: Sufficient land has been designated for commercial use to provide goods and services for a fully built-out planning area. The retail businesses to be located within the west side planning area are expected to have local primary market areas of between three and five miles. The City must provide sufficient options for choices in the marketplace, while also attempting to avoid the situation where properties will stand vacant or under-utilized for long periods of time. Wilsonville also has the option of providing a certain amount of Urban Renewal funds to assist desired businesses by doing such things as "writing down" the costs of various public improvements or connection fees.

Existing conditions: There is a very limited supply of office space of any kind on the west side. There appears to be an opportunity to add office space in several different kinds of mixed-use configurations as well as at more conventional commercial locations.

Desired results: Most office uses create minimal impacts on surrounding uses. Although some types of offices can generate a large amount of traffic, this is not true of all offices. Many can be readily accommodated on the same sites as dwelling units, retail stores, and different types of research or manufacturing operations. The west side can benefit from the addition of office space at a variety of locations, especially in conjunction with mixed-uses.

Existing conditions: A recent analysis prepared as part of the Dammasch Area Master Plan (a subset of the west side planning area) indicated that the west Wilsonville area could currently support an additional 175,000 square feet of retail floor space. That analysis further predicted that a total of 200,000 square feet (beyond the amount that existed as of July, 1996) of retail space will be needed by the year 2000. Based on these figures, it appears that retail needs for the west side can be met through a combination of building out the area that is already zoned for commercial use, along with the addition of planned commercial development within the Dammasch Area. It should be noted, however, that the City's current zoning system does not distinguish between office uses and retail uses. Instead it lumps them both together within the Planned Development Commercial (PDC) zone. A number of different kinds of commercial goods and services are not currently available on the west side. In 1995, the West Side Planning Task Force voted to support an application of Fred Meyer, Inc. to build a store of approximately 165,000 square feet (considerably larger than any of the existing retail businesses on the west side). Although that application was subsequently denied by the City's Planning Commission, it raised a number of issues about design, access, size of commercial operations, competition with existing businesses, and the need for additional, affordable, retail goods on the west side. Fred Meyer, Inc. continues to own the largest commercially zoned vacant property west of I-5.

The City currently has only one "big box" retail operation in place (i.e., a large single building serving a market that extends well beyond the local community - a retail "destination point") -- the *Incredible Universe* store, selling electronic merchandise on the east side of the freeway. Unfortunately, most of the customers of the *Incredible Universe* arrive by cars from outside of the area, adding considerably to the traffic problems along Wilsonville Road.

Desired results: The growing west side population can clearly benefit from having a wider range of goods available. This could come from a single large retailer (such as Fred Meyer) or a number of smaller stores. If a large retail operation is to be located in this area, it is critical that it be designed to support the architectural, landscaping, and

pedestrian-friendly characteristics that are desired, and have a primary local market area of not more than five miles. By creating new land use categories or zones for various types of mixed-use developments, it will be easier in the future to assure that adequate property has been designated for a variety of commercial land uses, without allocating too much land for those purposes.

Existing conditions: The west side planning area includes large tracts that are currently planned for industrial development. This includes major existing industries (e.g., Thrifty/PayLess, Coca-Cola, etc.) and many acres that have been planned for future industrial development.

Desired results: This plan now envisions redesignating some areas from industrial to other land use categories for a variety of reasons. In no case, is this an effort to shut down any existing industries that are operating within the law. Rather, it is seen as a gradual redevelopment process that will convert vacant or underutilized properties to other productive uses. In many cases, the result is expected to be mixed-uses that combine some limited industrial activities with other types of uses on the same property.

POLICIES:

THE CITY OF WILSONVILLE SHALL:

1. Amend the Comprehensive Plan to designate additional land for commercial development in the Dammasch area, contingent upon significant population growth projected in the west side planning area.
2. Establish and enforce performance standards for mixed-use and light industrial developments.
3. Assure that commercial and industrial land uses, as well as public and residential areas, are accessible by bicyclists, pedestrians, and transit users.
4. Amend the Comprehensive Plan to designate a west side mixed-use business district, encompassing the areas outlined on the attached land use map.
5. Establish special design standards to assure that retail operations fit appropriately within the neighborhoods where they are planned.

6. Amend the Zoning Code to assure that no unnecessary hardships are created for the operators of businesses or owners of other properties that are rendered “nonconforming” due to zone changes recommended in this Master Plan.

IMPLEMENTATION MEASURES:

THE CITY WILL TAKE THE FOLLOWING STEPS TO IMPLEMENT THE POLICIES NOTED ABOVE:

1.
 - a. City staff, Planning Commission, and City Council will remain actively involved in the preparation of the Dammasch Area Master Plan.
 - b. The City will work to implement the plan by seeking the annexation of the unincorporated portions of the Dammasch planning area as soon as possible.
 - c. Other than property in the Boones Ferry and river-focus areas, delay the proposed additions to commercial designations in the Comprehensive Plan and on the zoning map until the Dammasch Area Master Plan has been adopted and the Dammasch planning area included within the City's urban growth boundary.
2.
 - a. As a condition of approval for industrial site development, require the recordation of deed restrictions setting performance standards that can be enforced by private parties or by the City.
 - b. Divide those performance standards into at least two categories (one for heavier industrial operations such as warehouse/distribution centers and one for mixed-use employment areas). Include within those standards: noise, vibration, air and water pollution, numbers and sizes of trucks coming to the site, and hours of operation.
3.
 - a. Adopt standards for bicycle, pedestrian and transit facilities within the zoning code. Include both on-site and off-site standards.
 - b. Within the off-site standards, balance the requirements of the "Dolan Case," with the increasing need for alternatives to private auto use. In

other words, make sure that the requirements are fair and appropriate for the use that is proposed, but do not assume that people will continue to rely on cars as the only means of reaching their destinations.

4. a. Amend the Comprehensive Plan map and the text of the zoning ordinance to create a west side business district. As shown on the attached map, this district will cover much of the land from I-5 to Industrial Way and from Wilsonville Road south to the Willamette River. Both sides of Wilsonville Road and Industrial Way are to be included within designations for mixed uses. Various light industrial, commercial, public and residential uses are to be contained in the area. (The Boones Ferry District, shown on an attached map, is actually a subset of the business district described above. It also is intended to contain a mix of uses but will add design elements to recreate a “main street” within the community’s oldest neighborhood.)
5. a. Amend zoning standards to require the following of large retail operations (those exceeding 50,000 square feet of sales area):
 - * Demonstration that their primary market area does not extend more than five miles from the proposed development site; and
 - * Site design, architecture, landscaping, and pedestrian amenities to assure that they are compatible with the surrounding neighborhood.
6. a. Amend zoning provisions to assure that any building containing a nonconforming use can be rebuilt and the use allowed to resume after damage or destruction, provided that permits for the rebuilding are properly issued within twelve months of the damage or destruction.

CHAPTER VI. SCHOOLS, PARKS, AND OTHER PUBLIC FACILITIES & SERVICES

GOALS:

- A. AMPLE, CONVENIENT SITES FOR NEW SCHOOLS, AS NEEDED TO KEEP PACE WITH POPULATION GROWTH, AND WITH GOOD, MULTI-MODAL, ACCESS TO RESIDENTIAL NEIGHBORHOODS.
- B. FULLY IMPROVED PUBLIC PARKS AND OTHER RECREATIONAL FACILITIES, WITH GOOD, MULTI-MODAL ACCESS, AS WELL AS OPEN SPACES LEFT DELIBERATELY UNIMPROVED.
- C. ADEQUATE PUBLIC FACILITIES, SERVICES, AND UTILITIES OF ALL TYPES TO KEEP PACE WITH GROWTH.
- D. ADEQUATE ENFORCEMENT OF ALL CITY RULES AND LAWS (INCLUDING THOSE ADDRESSED THROUGHOUT THIS PLAN).

BACKGROUND:

Existing conditions: There are currently two public school sites within the west side planning area and a third is about to be added. The existing schools are Wilsonville Primary (on Boones Ferry Road south of Wilsonville Road) and Wood Middle School (on the north side of Wilsonville Road, near the west side of town). The additional site is expected to house a primary school campus, just west of Wood Middle School.

Wilsonville's growing population necessitates expanded public school services. The West Linn - Wilsonville School District plans for the addition of two schools within the west side planning area in the foreseeable future. These plans are complicated by three things:

- 1) the current uncertainty about the type and scale of development that will happen in the Dammasch area;
- 2) the future viability of the Wilsonville Primary School site (an old school located in a growing commercial area); and
- 3) the rapid development of vacant residential sites in the area, leaving few options for site acquisition.

Desired results: In order for the School District to keep pace with residential growth, the District will need to acquire properties in locations where residential development will soon follow. It will be especially important that the School District continue to play an active part in the preparation of the Master Plan for the Dammasch Area, because additional schools will be needed if a significant residential development occurs there.

Existing conditions: There are a number of public parks within the planning area. However, most of them are small and some remain undeveloped. There is no single large recreational facility to serve the west side, and people must travel to Memorial Park, on the east side of the freeway, to reach a park that serves the entire community.

The City relies on a policy of requiring developers to provide park lands, but the parks often await the contributions of nearby residents for improvements. This strategy has resulted in undeveloped parks that serve primarily as open space areas until they can be improved to City park standards.

Desired results: As valuable as open spaces are to a rapidly growing community, having fully developed and usable parks is also important. The west side planning area will need full improvements to the existing smaller parks and the addition of other parks to serve the growing population of the west side. A variety of types and sizes of parks will be needed. It should be noted, however, that the river access provided where Boones Ferry Road reaches the Willamette River provides a unique opportunity for recreational improvements.

Existing conditions: The importance of stormwater management became extremely evident to people in this part of the country in February, 1996. Although Wilsonville did not experience the damage of many of the surrounding communities, there were many examples of the effects of increasing run-off. As more and more land is developed, and the amount of impervious area increases, two damaging characteristics appear: not only more flood water, but faster moving (and hence, more damaging) flood water. Wilsonville has relied on a variety of structural (e.g., culverts) and non-structural (e.g., creeks) systems to carry stormwater. Unfortunately, some of the advantages of non-structural systems have been outweighed by the expediency of the structural varieties.

Desired results: Wilsonville has the opportunity to improve this situation while improving the aesthetics of the community. This can be accomplished by a three-step approach.

The first is to require developers to do more to control the flow of stormwater from their development sites into off-site facilities. This can be done by incorporating stormwater detention/retention facilities into new development designs. Developers are already required to landscape a portion of each site, and stormwater detention or retention facilities can generally be incorporated into their landscaping plans.

The second is by increasing the capacity and attractiveness of various stormwater facilities. Ditches can be turned back into creeks with the addition of native landscaping and regrading of their banks. Retention/detention basins can be attractive ponds. These sorts of changes can reduce stormwater volume and velocity, provide habitat areas, and improve the appearance of the community at the same time. (Wilsonville is fortunate to have the Mentor Graphics site as an example of how water features can improve the appearance of a development.)

The third is by creating a system whereby the owners or developers of small properties can cooperate in "banking" stormwater detention/retention facilities, rather than having numerous small facilities at individual sites.

Existing conditions: The City's wastewater treatment plant is located within the planning area (near the Willamette River, just west of I-5). At the time of the preparation of this Plan, the treatment plant is undergoing a major overhaul and expansion -- intended to accommodate population growth to approximately 16,500 people -- while also addressing the existing operational problems of the plant (odors and failure to meet discharge standards).

Desired results: The planned expansion of the wastewater treatment plant will solve current odor problems and bring the facility into compliance with standards administered by the State's Department of Environmental Quality (DEQ). It will also accommodate a significant increase in the population of Wilsonville. It will be necessary for the City to plan ahead to future treatment plant expansions as the community prepares to deal with growth into the next century.

Existing conditions: The City of Wilsonville currently relies exclusively on wells for all of the water supplied to the community. All of the existing wells, treatment facilities and pumping stations are located on the east side of town. The City is presently seeking a new, and final, well site on the west side. Due to limitations enforced by the State, the City cannot continue to expand its reliance on groundwater in this area. This means that, as the community continues to grow, a new source of water must be found.

The City has taken part in a long-range regional planning effort for water. Unfortunately, Wilsonville's need for a new water source is far ahead of most of the region -- meaning

that we must solve our water source problem ourselves with little or no assistance from outside the community. The primary future source being considered is the Willamette River. This raises numerous concerns for people who believe that, regardless of the level of treatment it receives, water from the Willamette is not safe for human consumption. For some people, these are very strongly held beliefs, regardless of any scientific evidence that may be presented to the contrary. In making the decision about a future water source, the City Council will have to consider strong emotional feelings, scientific and engineering data, and the financial impacts of the decision.

Desired results: If the decision is ultimately reached to utilize water from the Willamette River, it will probably be pumped from the river and treated within the west side planning area, before being distributed throughout the City. Appropriate water treatment plant sites would include industrial properties, preferably close to, but not fronting directly on, the river. Wherever a treatment plant may ultimately be sited, it will be important that any water intake structure on the Willamette be as attractive as possible.

Existing conditions: Numerous other public facilities and services will be needed to help bring the vision of this plan to reality. The west side is fortunate to have a station of the Tualatin Valley Fire and Rescue District within the area. As the population continues to grow, there will be a need for police services, library services, and a host of other things readily accessible to the citizenry.

The City is also fortunate to have a functional Urban Renewal District operating, which helps to fund a variety of public improvements. The District includes only a small portion of the west side at this time, however. Changes to the boundaries of the Urban Renewal District may be needed to help provide public facilities within the planning area. It should be stressed, however, that there are limits (both legal and economic) to the things that can be accomplished with Urban Renewal funds.

Desired results: A wide range of facilities and services will be needed to assure that the planning area is an attractive and efficient place to live, work, or do business. It is important that the pressures of growth are not allowed to induce the City's decision-makers to treat some of these facilities and services (i.e., library, parks, bicycle/pedestrian facilities, etc.) as *optional*, while others such as water or wastewater facilities are considered to be essential.

The City will need to expand the boundaries of the Urban Renewal area to include sites on the west side that will produce substantial tax increment, and sites that will need the sorts of facilities that can be provided through Urban Renewal funding. Decisions about changes to the boundaries require consideration of a complex set of variables that will affect both sides of the community. The City Council, acting as the Urban Renewal

Agency Board, will have to deal with these decisions in the near future. The priority for the west side will be that the City Council give serious consideration to the changes that will be needed to help implement this West Side Master Plan.

Existing conditions: There is a perception among the membership of the West Side Planning Task Force that the City has not historically done an adequate job of enforcing local ordinances. It is not known whether this perception of some members of the Task Force is widely held outside of the group, or even if it is accurate when Wilsonville is compared to other cities of comparable size.

Desired results: It is important that laws either be enforced or repealed and that local laws be written in a way that they can be understood by the general public. The City is currently undertaking an effort to update its Comprehensive Plan and rewrite its development code. Making these things more user-friendly is one of the goals established by the City Council for this effort. In the process, the Planning Commission and City Council will have the opportunity to remove any provisions that they do not wish to have enforced.

POLICIES:

THE CITY OF WILSONVILLE SHALL:

1. Continue to assist the West Linn - Wilsonville School District in locating appropriate sites for future schools.
2. Find an equitable means of funding the full improvement and maintenance of City parks and recreational facilities.
3. Find an equitable means of funding, and plan for, the full range of urban services and facilities needed within the planning area, and make sure that growth does not exceed system capacities.
4. Enforce City ordinances.

IMPLEMENTATION MEASURES:

THE CITY WILL TAKE THE FOLLOWING STEPS TO IMPLEMENT THE POLICIES NOTED ABOVE:

1.
 - a. Plan for at least three additional public school sites in the planning area: adjacent to Wood Middle School; near Dammasch; and south of Wilsonville Road. Do not designate specific sites in the plan unless they have already been acquired by the School District.
 - b. Acquire additional land for public recreation, adjoining school sites if at all possible.
 - c. Assure that school sites have excellent access for bicycles, pedestrians, and buses.
2.
 - a. Continue to acquire park lands and valued open spaces from developers at the time of development.
 - b. Assure that park sites have excellent access for bicyclists and pedestrians, with connectivity from one park site to another.
 - c. Consider options for park improvement, including a City-wide bond measure or the formation of local improvement districts (LIDs) specifically to improve parks.
3.
 - a. Continue to consider all options for providing and maintaining facilities and services, and adopt equitable solutions including user fees, special taxes, systems development charges, utility rates, and conventional taxes.
 - b. Deny development applications that cannot demonstrate the timely availability of all services and facilities that will be needed by the proposed development. Continue to allow phased development approval where the completion of needed facilities or services is assured in a manner that keeps pace with the development. This allows for the retention of the existing City policy that allows development to proceed upon a finding that adequate public facilities will be in place within two

years. Allow for either, or both, public and private financing of needed facilities and services.

- c. Consider a range of possible sites within the planning area (other than the DSL tract) for the location of a new water treatment plant.
 - d. Plan for future expansion of the wastewater treatment Plant.
- 4.
- a. Enforce all City ordinances. Those which are not enforceable, or which the City Council does not wish to have enforced, will be repealed or modified to correct their deficiencies.
 - b. Amend City land development regulations to make them more user-friendly and understandable for lay citizens.

Appendix A

TOWN CHARACTER

Every community seems to have its own character. Although, in some cases it is much easier to define than in others. Wilsonville has lost much of its historic character that was once focused on the Boones Ferry neighborhood, access to the Willamette River and a mostly rural, small-town feel. In many ways, these things have been replaced by traffic congestion and patterns of development that look very much like suburban communities all across America.

Some would argue that the change has been for the best. Others may not like the change, but feel that it was unavoidable and irreversible.

Town character can be influenced by design. If the community is willing to make the commitment, the pattern can be changed and an attitude of community pride sponsored in the process.

Wilsonville can become a place that people are proud to call "home." "Quality of life" can be a reality and not just a cliché. It is a reality that expresses itself with greater citizen involvement, lower crime rates, and a self-perpetuating attitude where people want to take care of the place. The residents of such a community are strongly protective of all of the good things that it has to offer.

The necessary design elements to make this a reality include: accessible open spaces, attractive architecture, healthy landscaping, a full range of efficient urban facilities and services and tree-lined streets that meet the needs of pedestrians, bicyclists, transit users, and those who use cars or trucks.

Wilsonville can return to the architectural theme that once characterized the Boones Ferry District. It is a relatively simple theme that can easily be reproduced in modern buildings.

This quality is also found in a variety of "systems" that meet the needs of residents and businesses. These include efficient and cost-effective public services, quality schools, and ample opportunities for living, working, playing, and shopping. Public spaces must be improved and maintained, including parks serving every neighborhood. The Willamette River must again become a focal point of community attention.

Appendix B

HUMAN SCALE

Although it may sound like an abstract architectural concept, most people recognize when a building or place feels like it has a "human scale." Closely connected to being "pedestrian-friendly," having a human scale generally involves having some sort of enclosure within which people feel comfortable. The enclosure could be the result of the design, placement or location of buildings, natural features, trees or other landscaping (or combinations of these things).

However, human scale is not simply a matter of assuring that a space is designed to provide enclosure. In fact, blank, slick, or uninteresting surfaces can make people feel uncomfortable and human scale can be lost. Signs that are large or garishly lit can detract from sites that otherwise provide human scale. Such subtle improvements as varied facades, decorative treatments, tasteful signage and interesting displays can increase the human scale of buildings. Places that are of human scale are not too large, they provide walkable areas and they are visually interesting to those who use them.

Human scale is not just a matter of building design, it applies to all of what is called the "public realm." For this reason, street design is at least as important as other design elements in making sure that things are at a human scale.

It is also important to note that too much of the same thing, even if it is attractive, can result in a design that lacks human scale.

Appendix C

PEDESTRIAN FRIENDLY

Making the community "pedestrian friendly" means doing more than building sidewalks from point "A" to point "B." (Although, that is a good start.) Issues of convenience, attractiveness, and safety determine whether a given sidewalk or pedestrian path is actually used.

Convenience is primarily a matter of "connectivity" - does it connect the walker's location with a desired destination? Attractiveness has to do with the physical features along the pathway -- are they interesting and aesthetically pleasing? Safety is both a real and a perceived issue - does the pathway feel safe to the user?

Another aspect of making the community pedestrian friendly concerns more functional details. Different kinds of sidewalks or paths are needed in different areas. Sidewalks in commercial areas should be wide enough to encourage browsing by shoppers. Sidewalks in residential neighborhoods need only be wide enough to accommodate the residents of the area. Sidewalks should include extensions to the curb in places where people will need to board buses and they should be separated from the curb along higher speed arterial or collector roads. The number, size, design and locations of driveways crossing sidewalks should be controlled to assure that pedestrian safety is addressed (this includes the angle, width, and surface of sidewalks as well as the number of places where vehicles may cross the paths of pedestrians). In some cases, street widths should be narrowed to minimize crossing distances for pedestrians. Mail boxes, power poles and other obstacles should not be permitted to obstruct sidewalks.

Another way to encourage people to walk is to limit the size of blocks (preferably not more than 250 feet on a side) or having openings in the middle of longer blocks which will allow for foot traffic. Other techniques include making sure that all sidewalks and paths are clearly visible at all hours of the day or night and having pathways lead to some focal point or attraction. Having interesting surfaces for walkways (e.g., bricks or paver blocks instead of concrete) also tend to increase pedestrian use. Attractive views and vistas and trails through natural areas (especially in stream or river corridors or other tree-lined areas) encourage walking.

Appendix D

BICYCLE FRIENDLY

Bicycles are now recognized as being valid transportation alternatives to private automobiles. Bicycles are not just toys or tools for recreation. They can also be efficient means of moving people from one part of town to another. Motorists should not need to be reminded that they have a legal obligation to share the road with bicyclists.

Many people tend to group bicyclists with pedestrians and assume that they have the same needs. In fact, their interests may, at times, conflict. For instance, pedestrians generally benefit from narrow street surfaces while bicyclists may need wider streets to assure that they are provided with their own travel lanes. Neither bicyclists nor pedestrians should be short-changed to accommodate the other, nor to promote the use of automobiles.

Like pedestrians, bicyclists seek safe and convenient facilities. They need clean travel surfaces and few curb cuts (to avoid having cars cross their paths of travel). They also need to be able to connect with transit services in ways that allow for their bikes to be securely stored at the departure point or carried on the bus. Places where large numbers of bicyclists are expected to congregate (e.g., schools, other public buildings, shopping centers, large employers, etc.) need to provide places to store and lock bikes at visible locations near building entrances. To accommodate wet-weather riders, these areas need to be covered.

Specific facility needs vary with the types of streets and speed of traffic. Many local bicyclists prefer paths which are physically separated from street surfaces. Clearly delineated on-street bicycle lanes are generally their second choice. In cases where vehicle traffic moves slowly, bicyclists may need to share travel lanes with cars. The City will need to carefully balance these local design preferences with applicable state and federal standards which the City is obligated to follow.

Financial realities and right-of-way constraints tend to limit the options of bicyclists. With appropriate facility planning, bicycles are becoming a viable alternative to private automobiles in Wilsonville.

Appendix E

TREES

Researchers have found that when the residents of older established neighborhoods are asked what they like about their surroundings, they invariably point out mature trees and other landscaping. Wilsonville has the opportunity to protect existing trees and to assure that attractive landscaping is provided and maintained as the community continues to grow.

The City recently adopted an ordinance that creates a review procedure for proposals to remove trees. The ordinance includes a mitigation program for trees that are cut down, requiring that they be replaced with trees of a specified size and type, at appropriate locations within the community. Several other steps can be taken to move Wilsonville closer to being a "garden city." First, the City can increase the number of healthy trees and other landscaping in public places. Second, landmark trees (those with special significance to the community because of their age, size, type, and location) can be identified and special rules adopted for their protection. Finally, a "memorial tree" system can be started, encouraging people to dedicate new trees in the name of some individual. (In fact, they can be dedicated in the name of living persons as well as deceased.)

Vacant or underutilized properties can serve as nurseries for trees and other landscaping materials as an interim use. This can provide property owners with a financial return on sites that are not immediately planned for development while also improving the open space value of different areas that were previously left unattended. In order to assure that such an approach is successful, the City will assure the owners of these "temporary nurseries" that they will not be prevented from converting their properties to other planned uses when the time comes.

The City can provide the services of a professional arborist to the community, to assure that people have the best available information on how to care for their trees.

Throughout this process the City will recognize that the owners of trees do have property rights to them and that trees do get old and sick, even with the best of care. It will also be stressed that some species of trees do not belong in certain locations.

Appendix F

STREAM CORRIDORS AND WETLANDS

STREAM CORRIDORS:

Wilsonville is fortunate to have a number of stream corridors winding through the community on their way to the Willamette River. These include everything from Boeckman Creek, easily identified because of its thick forest and deep canyon, to simple roadside drainage ditches.

Zoning requirements along the Willamette Greenway have provided adequate protection for that resource area for some time, but the importance of the smaller stream corridors has been realized more recently.

Stream corridors provide some of the most important open spaces within the community. These open spaces will increase in importance as the community continues to grow and build out.

Having naturally landscaped, meandering stream corridors provides a mixture of benefits beyond the purely aesthetic alternative to urban development. These include flood protection, wildlife corridors, educational opportunities (especially convenient when schools and/or parks are located adjacent to the resource areas), groundwater recharge, and natural filtration of stormwater run-off.

WETLANDS:

Wilsonville has one large wetland area and a number of smaller ones scattered around the community. The Coffee Lake area, extending from Wilsonville to Tualatin to the northwest, is a large wetland with regional significance. Smaller wetlands include numerous small locations along drainageways and isolated spots where natural springs or surface drainage leave the ground saturated for much of the year.

Wetlands are recognized for their importance as open spaces and other characteristics that they share with stream corridors. These include stormwater retention (reducing both volume and speed of run-off), groundwater recharge, wildlife habitat, educational opportunities, and improvement of water quality.

Development in wetlands is strictly regulated by a number of different state and federal agencies. For the most part, development of homes or other structures in wetlands is not appropriate and is already controlled. The extension of utilities or roads through wetlands is sometimes the best way, or the only way, to provide services. In such cases, and other cases where the decision has been reached to allow a wetland to be destroyed or damaged, it is appropriate to require the creation of new wetlands or the enhancement of existing wetlands as a trade-off for the resources that have been lost.

Wilsonville benefits by having both sizable existing wetland resources which could be enhanced and by having areas where new wetlands could be created to mitigate wetland losses elsewhere in the area. In fact, there is even potential to create a "bank" of mitigated wetlands from which future development projects might draw.

The City of Wilsonville works with state and federal agencies, as well as Metro and non-profit organizations in developing plans and programs to enhance wetland resources. Plans are prepared based on specific goals for the individual resource areas, with consideration given to whether the wetlands are in public or private ownership. A plan is needed for the enhancement of the entire Coffee Lake area, recognizing the importance of the construction of the extension of Boeckman Road, and related utilities, across this wetland.

Appendix G

STORMWATER DETENTION/RETENTION

An undeveloped site will tend to have a certain amount of natural run-off to lower-lying properties. However, both the volume and speed of run-off tend to increase when impermeable surface is added to the subject property. (Many people do not understand that even such things as gravel parking lots or poorly maintained lawns can be relatively impermeable.)

In the not-too-distant past, it was common to allow land development to occur without a great deal of consideration given to the effects on stormwater that might result. After that, the pattern changed to one of simply building systems of underground pipelines (i.e., storm sewers) to carry stormwater to the nearest creek or river where it could be dumped.

In recent years, other alternatives have been considered. These include requiring developers to retain some, or all, of the run-off from their projects on-site. Another is to enhance natural drainageways or create new drainageways with appropriate trees and other plant materials. These can provide all of the benefits of stream corridors and wetlands noted above while also providing a lower cost alternative to storm sewer systems.

What system is most appropriate will vary depending upon the location and drainage characteristics of each given development. In making these determinations, the City must also consider the potential stormwater impacts on surrounding properties when a development is proposed.

Appendix H

TRAFFIC DEMAND MANAGEMENT

The following is a “brain-stormed” list of possible traffic demand management techniques. It is not intended to represent official City policy. Rather, it is merely intended to encourage people to consider the wide range of possible techniques that could be used to reduce traffic in Wilsonville.

I. Publicize Need for Reduction of Peak Hour Trips

1. Promote knowledge of ways to reduce trips and sensitivity to problem at interchange.
2. Promote “brainstorming” of solutions.
3. Encourage news articles and inserts regarding problems and solutions at interchanges.
4. Describe legal requirements of Transportation Planning Rule.
5. Provide radio channel continuously announcing congestion status of key intersections for use by motorists so they can use less congested routing. - Add this intersection to list monitored by radio stations.
6. Circulate traffic management plans that major businesses have adopted as ideas others may follow.

II. Realign Work Hours and Operating Hours

1. Realign start and end times to avoid peak hours.
2. If multiple shift, change shift times.
3. Encourage multiple shifts with overlapping shift changes (as many as 8 shifts have been utilized).
4. Encourage 4 - 10 hour days to change peak hour use, (also 6 - 7 hour days, etc.).
5. Encourage flex time, work at home, job sharing, which could all reduce peak hour use.
6. Close up businesses and institutions during peak hours to reduce client use of interchange.

III. Encourage Use of Multi-Occupant Vehicles

1. Encourage ride share and use of transit by use of incentives.
2. Provide shuttle buses to get through interchange (parking lots at periphery).
3. Provide reserve lanes for buses (use area behind piers of freeway bridge for bus lanes).
4. Provide preferential treatment to cross freeway for vehicles with multi-occupant use.
5. Encourage van pools including electronic pool matching by City of people who want to ride in the van pool.

6. Provide jitney service or taxi service from one side of the freeway to the other side.
7. Provide tramway service from one side of the freeway to the other side.
8. Implement results of SMART survey regarding increasing use of transit.
9. Make transit more enjoyable; e.g. serve coffee and donuts, provide pull down trays or table arrangements, provide video shorts.
10. Provide passes for linking trips via Tri-met.
11. Charge for use of parking spaces.

IV. Encourage Use of Traffic Management Techniques

1. Encourage each business to have a traffic management plan.
2. Utilize development agreement to limit peak hour use of interchange.
3. Utilize metering to more efficiently utilize capacity.
4. Redirect truck routing away from interchange.
5. Give Land Use approvals only to those who commit to traffic management.
6. City provide transportation planning service to businesses for transportation management purposes.
7. Give purchasing and contract preferences to businesses which limit interchange peak hour use (This may need law change.)
8. Study options for one-way traffic.
9. Provide traffic light timing closer to demand (manual operator or using patrolman) and coordinate with ODOT.
10. License use of interchange - limit vehicles which may and may not use interchange ramps during peak hour.
11. Require construction (or truck) traffic to avoid peak hour use of interchange.
12. City should be a model for local businesses through adopting Transportation Management Plan for City employees and vehicles and funding staff to implement.
13. Limit truck access during peak hours.
14. Use publicized enforcement program during peak hours by patrol officers.
15. Provide incentives to individuals who reduce interchange use.

V. Encourage Wilsonville Residency of Workers

1. Encourage small apartments and rooms for rent (to be used for mid-week residences by workers).
2. Provide tax credits or rebates to business with higher than average percent of resident employees.
3. Promote home occupations and part-time work at home.
4. Provide resident tax and fee exemptions to encourage residency for employees.
5. Tax non-residents at a higher rate than residents (this requires some form of income/employment tax).
6. Promote large employers to develop a residency incentive program; e.g., loan or grant for down payment on home purchase or rental deposit.

VI. Encourage Businesses Which Make Less Use of Interchange

1. Encourage “Local” services.
2. Helicopter Transport.
3. Port/River related businesses (requiring increased business use of riverfront).
4. Nighttime oriented businesses.

VII. Make Access Better Elsewhere

1. Build on-ramps at Boeckman Road (ultimately full interchange).
2. Improve alternate routes to I-205.
3. Request non-resident contributions to alternate route improvement.
4. Provide another overpass or bridge across the river.
5. Promote Hydrofoil boats to Portland (need to bypass or improve locks at Oregon City).
6. Provide bypass route by building Boeckman Road and Kinsman Road extensions (Boeckman Road to Brown Road, Kinsman Road to Boeckman Road and Brown Road to Bailey Street/Holly Lane (including tunnel)).

VIII. Limit or Discourage Through Trips (from elsewhere)

1. Limit improvements at City Limits to discourage non-city use of Wilsonville Road.
2. Provide toll gates at perimeter.
3. Designate certain City routes with “through traffic lanes.”

IX. Other Approaches

1. Do nothing.
2. Back traffic onto freeway.
3. Accept level of service “E” (adds 10% to capacity).
4. Encourage trip-saving locations for common services; for example, covered drive-up library book return west of the freeway.
5. Provide services at alternate times than peak hours (night time or weekends or early morning).
6. More vigorously enforce traffic regulations (e.g. illegal lane changes).
7. Provide pedestrian or tunnel to cross freeway and access parking lots west of freeway in order to reduce interchange trips.
8. Provide special benefits if trips are reduced; for example Act III could give reduced rates to bikers and pedestrians.
9. Peak hour surcharge for freeway/arterial usage.

Appendix I

AMENDMENTS TO URBAN RENEWAL DISTRICT BOUNDARIES

Implementation of the West Side Master Plan, and quite probably the Transportation-Efficient Land Use Plan for the Dammasch Area, will best occur if there are changes made to the boundaries of the City's Urban Renewal District. This assumes that more land within the west side planning area will be included within the Urban Renewal District in the future.

The West Side Planning Task Force recognizes that there are both financial and acreage constraints on the Urban Renewal District, and that a City-wide review of District boundaries will be needed before changes can be made affecting the west side. The Task Force also recognizes that the Master Plan being prepared for the Dammasch Area may necessitate additional changes to the Urban Renewal District in that area.

The West Side Planning Task Force recommends that the following areas (shown on the attached map) be added to Wilsonville's Urban Renewal District:

1. South of Wilsonville Road and east of Wood Creek, to include the significant infrastructure improvements (e.g., the Brown Road extension) necessary to support development in this area.
2. North of Wilsonville Road, between Boones Ferry Road and the railroad tracks, to support additional commercial development.
3. The proposed Boeckman Road extension west to the former Dammasch State Hospital site, including the proposed commercial center of the planned urban village.
4. The area necessary to allow for the construction of a freeway underpass or overpass at 5th Street.